



Transit-Oriented Development in Fairfax County: Objectives and Definition

***Patricia Nicoson, Dulles Corridor Rail Association
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COG – “What if Scenarios”

- Job growth is outpacing housing growth
- Workers are living farther away (WVA, PA)
- East-West regional Divide
- Most growth is located outside transit station areas
- TOD scenario – transit ridership + 4%
- More households here – Tysons 3X more housing. Transit trips +12%, VMT -9%, congestion -4%, auto trips to TC -20%= 8,000 fewer auto trips



Ron Kirby, COG, 9/28/05 DATA/DCRA TOD Seminar

Anticipating Fairfax County's Future

- Rapid population growth – TOD housing. Protect neighborhoods. 224,000 people by 2020
- Growth as major employment center – TOD location. Access to jobs (577,000 – 774,500 in 2020)
- Aging population – TOD provides mobility options (9.4 to 12.4 % by 2020)
- Ethnic and cultural diversity – TOD options for housing types, mobility options (35.6-39.5% by 2020)
- Need for affordable and workforce housing – opportunities to provide with TOD
- Health – More active lifestyles in walkable TOD neighborhoods



TOD Principles - PN

- Mix of uses including housing
- Range of housing styles for broad range of incomes
- Higher densities to support transit investment, enhance station area role as community center
- Design guidelines that support placemaking
- Proximity to transit
- Walkable community
- Enhanced public realm. Landscaped open spaces, parks, trails, sidewalks with amenities, access to transit
- Protect adjacent neighborhoods
- Enhance mode choice with trails, bike facilities, feeder transit



DC DOT Task Force Definition of TOD

“Transit-Oriented Development in the District of Columbia is a land use strategy to accommodate new growth, strengthen neighborhoods, and expand choices and opportunities by capitalizing on bus and rail assets to stimulate and support vibrant, compact, diverse and accessible neighborhood centers within an easy walk of transit.”



TOD Vision

- Regional form – Housing opportunities for projected 2 million new residents (2030 COG). TOD helps implement a regional vision
- Transit System links Network of TOD Districts
- TOD Districts
 - Areas within 5-10 minutes walk of transit: town centers, transit villages, urban infill, greenfields
- TOD Corridors – Dulles Corridor, R/B Corridor
- TOD as Joint Development opportunity for some sites
 - Uses public land
 - Buildings and public spaces integrated with station



TOD Strategies

- Community education and outreach
- Transit-oriented zoning and design guidelines
- Specific transit area plans
- Preferential public investment, financing, programs and incentives
- Targeted incentives: amenities, services, programs
- Innovative partnerships (private sector, non-profits, authorities)
- Dedicated funding for transit area planning and implementation



DC TOD Task Force 2002

Dulles Corridor – Unique Opportunity TOD implements Bigger Picture Vision

- Four Tysons Corner stations – opportunity to create vibrant Downtown
- Four corridor stations – Create world class place - each station with its own characteristics. Flexibility in meeting TOD guidelines.
- Options: station area plans, Tysons Corner Plan (includes four stations with own site conditions)
- Wiehle Avenue Joint Development Project
- Special opportunity at Reston Town Center – Air rights
- Herndon's Process for Development around stations



Herndon – Getting TOD Right

- Establish the Vision
- Get the stations built right
- Prepare Station Area Master Plans
- **Reform land use regulations**
- Understand and advocate for the market
- Improve pedestrian and multi-modal access
- Identify resources
- Create opportunities for excess public land
- Form Partnerships
- Align development strategies with market and community priorities
- Identify catalyst projects



*Former Mayor Michael O'Reilly, November 10, 2005
DATA/DCRA TOD Seminar*

TOD Today – Expanded Role

- TOD/Transit. Portal to the Region
 - Access to jobs, access to activity centers, universities, hospitals, airports, government, major institutions
- TOD offers convenient and healthy life styles
- TOD provides opportunity for Affordable Housing and Affordable Neighborhoods
- TOD is a tool to make special places creating value for residents, owners, developers, and localities. Reduce property tax burden on residents



Demand for Housing near Transit

- Study of National TOD Database, 7 case studies
- Tremendous demographic shifts
- Change in consumer preference
- Increase in investment in transit & Investor interest in TOD
- Growing demand for housing near transit stations.
- Washington, DC Case Study, Expanding System
- Transit Zone Households
 - 252,227 in 2000
 - 650,417 in 2025 – 158 % Increase
- Network coverage drives performance of TOD



"Hidden in Plain Site", Reconnecting America, April 2005

TOD Creates Affordable Neighborhoods

- Reduces transportation costs – significantly
- Frees up income for housing and other HH needs
- Provides affordable access to jobs
- Provides affordable access to education, health care, cultural and recreational facilities – Access to Opportunities
- Provides convenient life style if shops and services are clustered
- Creates vibrant communities. Encourages civic participation if public realm is designed properly: paths, open spaces, art, fountains, sitting areas, public meeting spaces

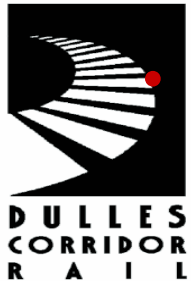


Transit and Housing Affordability

- Studies of housing and transit costs
- Moving further out for lower housing costs, increases transportation costs
- HH spend 30-40 % on housing and 17-20% on transportation.
- 21% of all HH have a potential demand to live near transit
- 58% of these will be single person HH
- 49% will make less than \$35,000

Premiums for high floors and dramatic views can help pay for affordable units/amenities

- 30% want to live near transit, only 2% being built there
- 24% married with children, SF homes 78% new construction



TOD as Convenient and Healthy Life Style

- Walk to shops and services
- Support local businesses
- Drop kids off at childcare without driving
- Run errands on way to or from work
- Active, walking life style



TOD reduces Congestion

- Arlington 25-yr. experience in R/B corridor
 - Traffic volumes on arterial and local streets remain about the same
 - Multi-Fam. Housing: one in six HH drive to work
 - 1.97 auto trips per 1000 SF Office
 - 38% take transit to work, 8% carpool, 8% walk
 - 73% walk to transit
- Transit Zones (TZ) Nationally
 - TZ HH own av. 0.9 vehicles, Metro area HH own av. 1.6 veh., Arlington R/B HH 1.11 veh. versus 1.75 veh per HH in inner suburbs



Implementation

- Devise innovative implementation and financing strategies for affordable and work force housing
 - Fairfax Live Near Your Work/Transit Program
 - Downpayment assistance (matching grant, first time homebuyers)
 - Mortgage rate reductions
 - Location-efficient mortgages
 - Tax breaks for rental owners
 - Property tax exemptions for existing home owners
 - Land Trusts
 - Rehab revolving loan funds
 - MD “Live Near Your Work” . State, local govt. and employer contribute \$1000, total \$3000 downpayment subsidy
 - Private employer programs, collaboration



Implementation

- Create dedicated stream of funds for Transit and Transit Planning Areas to:
 - Provide transit services and amenities at station areas
 - Contribute to affordable housing
 - Subsidize/provide parking to reduce housing costs
- Optional sources
 - Parking fees, Residential parking permits
 - Tax increment financing
 - Joint development fees/rents



Use Modes to Enhance TOD

- Walkable places as building block
- Lower and/or cap parking requirements
- Encourage shared parking
- Provide for car sharing (flex car/zip car)
- Provide convenient bike and pedestrian facilities
- Provide frequent feeder and internal bus service
- Improve connectivity to rail transit and feeder buses



Challenges

- Community education and involvement
- Meeting demand for housing near transit stations (TOD) by helping market deliver attractive, higher density housing near stations
- Affordable housing – Need for creative incentives and partnerships
- Provision of public infrastructure: schools, parks, transit. TOD should not have to do it alone
- Implementing high-quality, mixed-use at rail stations. Develop design guidelines.
- Amend RCIG Covenants in Reston to permit housing
- Addressing traffic impact, station access and parking needs. Developing coordinated TDM strategies

